

HR 1: American Recovery and Reinvestment Act

Texas Transportation Summary

Highways

Estimated Texas share is \$2.25 billion

Funding: The conference report contains \$27.5 billion in formula grants to states for highways and bridges. The highway and bridge total for Texas is estimated to be \$2,250,015,000. Of that, approximately \$1.68 billion will be selected by the Texas Transportation Commission (a minimum of \$175 million of this amount must be spent in rural areas), and \$500 million will be selected by the state's Metropolitan Planning Organizations (MPOs), and another \$67.5 million will be set-aside for transportation enhancement projects (e.g. hike and bike trails).

Use It or Lose It: The first 50 percent of all highway and bridge funding not sub-allocated within the state (estimated to be \$775 M) must be obligated in 120 days from the date the states receive their apportionments (expected to be later this month) and the second 50 percent as well as any sub-allocated funding must be obligated within 12 months of that date.

Surface Transportation Discretionary Grants: The conference report also contains \$1.5 billion for grants to be distributed based on a competitive selection by the Secretary of Transportation for projects ranging from \$20 M to \$300 M. No more than 20 percent of these funds may be granted to a single state (the upper limit for Texas in this case would be \$300 million). The call for projects must be made within 90 days of enactment and applications must be submitted within 180 days after the publication of the program call. Selection of all projects must be made within 1 year of enactment.

Also contained within the discretionary grant program is the opportunity for the Secretary of Transportation to designate funds for TIFIA, a federal credit program for eligible transportation projects of national or regional significance under which the U.S. Department of Transportation may provide three forms of credit assistance – secured (direct) loans, loan guarantees, and standby lines of credit. While it has no calculable value to Texas at this stage, if the program does receive funding select Texas projects would be eligible.

Transit

Estimated Texas share: \$372 million

Note: TxDOT disburses funds to the rural providers (\$50 million).

Funding: For transit, Texas is estimated to receive \$371,806,104. The urban recipients will receive approximately \$301,055,797, the smaller rural recipients will receive an estimated \$42,181,107, and another \$28,569,200 will be available to cities through a high growth and high density state formula. For the rural recipients that gets the total number closer to \$50 million.

Use It or Lose It: The first 50 percent of all transit funding must be obligated in 180 days and the second 50 percent must be obligated in 12 months.

General Aviation

Texas share to be determined.

Funding: For aviation, the Federal Aviation Administration will receive \$1.1 billion nationwide in discretionary funds that Texas will work to access. Under normal federal funding, Texas is a block grant state. Under the stimulus program Texas will have to compete with other states. FAA makes the final determination.

Use It or Lose It: The first 50 percent is to be obligated in 120 days and the second 50 percent in 12 months.

Rail

Texas share is undetermined.

Funding: Amtrak: \$1.3 billion to improve the speed and capacity of intercity passenger rail service. High Speed Rail and Intercity Passenger Rail Grants: \$8 billion to advance the development of high speed rail and to improve the intercity passenger rail service in corridors across the nation.

Use it or Lose It High Speed Rail: Within 60 days the Secretary of Transportation must submit a strategic plan to Congress that describes how funds will be used to improve and deploy high speed passenger rail systems. Within 120 days of enactment the Secretary shall issue interim guidance to grant applicants covering terms, conditions, and procedures until final rules are issues. Funds will remain available through September 2014.

Use it or Lose It Amtrak: Funds shall be awarded no later than 30 days after enactment. Projects should be completed within 2 years. No more than 60 percent of the funds provided for non-security items may be used along the Northeast Corridor. Funds will remain available through September 2010.

General Notes

Maintenance of Effort Certification: The legislation requires that no recipient spend less than it all ready had planned to spend on transportation on the date of HR 1 enactment. Within 30 days of enactment, the Governor shall certify to the Secretary of Transportation that the state will maintain its effort with regard to state funding for the types of projects that are funded by the stimulus legislation. This includes a statement identifying the amount of funds Texas planned to expend from state sources during the period beginning on the date of enactment through September 30, 2010, for the types of projects that are funded in the legislation.

Flexibility: Highway funding can be mixed among modes, meaning that it can be spent on transportation modes other than roads (e.g. freight and passenger rail, ports, transit, etc.).

No matching requirements. All funds can be considered 100 percent federal. No matching requirements are in effect. However, previously committed local participation and funding from other sources for projects being considered for funding from this program would allow for the “leveraging” of these resources to maximize the value of these projects for creating jobs and improving the economy. TxDOT, through discussions with the MPOs has determined that it is important to maintain these local commitments and retain them for funding any project selected to receive funding from the ARRA.

What's Next in Texas

Preparations: The Texas Department of Transportation (TxDOT) is preparing for the potential arrival of economic stimulus money for infrastructure improvements in the state. TxDOT has been working with Metropolitan Planning Organizations (MPOs) and tolling authorities to determine how Texas could make the most of its stimulus dollars.

Project Announcements Next Week: At its regularly scheduled meeting on February 26, the Texas Transportation Commission is scheduled to identify projects that will receive stimulus funds. The state's transportation needs are far greater than any single infusion of funds could hope to meet.

Evaluation: The Commission will evaluate projects that are ready to start in the time allotted by the bill and also meet the following set of criteria agreed to by TxDOT staff and local transportation officials:

- Projects that improve the safety of the transportation system.
- Projects on corridors of statewide significance or regional priority.

- Projects that leverage or pool resources.
- Projects that create long term economic benefit to the communities and region they serve.
- Projects in areas that are economically distressed.
- A fair and equitable distribution of projects around the state.

Summary of Funding for Highways and Bridges from the
American Recovery and Reinvestment Act

Total for Highways & Bridges =	\$27,500,000,000
Special set asides for Indian tribes, federal lands, etc. =	<u>- \$840,000,000</u>
Total Remaining to be distributed to the states =	\$26,660,000,000

Texas' Apportionment 8.44% of national total =	\$2,250,015,146
3 % set aside for Enhancement Projects =	\$ 67,500,454
67 % sub-allocated to Commission =	\$1,507,510,148
30 % sub-allocated across the state based on population =	\$ 675,004,544

Total to be Distributed by Population =	\$675,004,544
Large MPOs (populations > 200K) =	\$393,806,462
Small MPOs (> 50K, but < 200K) =	\$106,560,701
Non-MPO Areas (> 5K, but < 50K) =	\$134,206,990
Non-MPO Areas (< 5K) =	\$ 40,430,391

Funding Sub-allocations to the eight largest MPOs (also known as TMAs)

CAMPO	\$29,196,497
Corpus Christi	\$9,514,791
El Paso	\$20,991,780
HGAC	\$123,740,323
Hidalgo County	\$16,934,952
Lubbock	\$6,546,325
NCTCOG	\$143,906,889
San Antonio-Bexar	<u>\$42,974,905</u>
Total for Large MPOs	\$393,806,462

Funding Sub-allocations to the seventeen small and mid-sized MPOs

Abilene	\$5,042,456
Amarillo	\$8,446,978
Brownsville	\$7,809,328
Bryan-College Station	\$6,241,771
Harlingen-San Benito	\$5,218,121
JORTS	\$11,963,474
KTUTS	\$11,301,752
Laredo	\$8,271,454
Longview	\$3,677,699
MOTOR	\$9,921,637
San Angelo	\$4,144,018
Sherman-Denison	\$2,645,946
Texarkana	\$2,297,302
Tyler	\$4,781,150
Victoria	\$2,898,490
Waco	\$7,216,807
Wichita Falls	<u>\$4,682,318</u>
Total for Small & Mid-sized MPOs	\$106,560,701

Funding Sub-allocations to the TxDOT Districts for Rural Areas

Abilene	\$3,855,172
Amarillo	\$5,489,266
Atlanta	\$5,311,124
Austin	\$12,483,018
Beaumont	\$7,315,941
Brownwood	\$3,358,922
Bryan	\$5,689,265
Childress	\$734,117
Corpus Christi	\$7,366,170
Dallas	\$10,729,506
El Paso	\$1,612,586
Fort Worth	\$13,347,634
Houston	\$25,188,856
Laredo	\$5,005,087
Lubbock	\$5,950,279
Lufkin	\$6,999,552
Odessa	\$3,209,480
Paris	\$6,561,999
Pharr	\$6,024,816
San Angelo	\$867,879
San Antonio	\$12,914,739
Tyler	\$8,782,393
Waco	\$5,212,261
Wichita Falls	\$4,147,470
Yoakum	<u>\$6,479,850</u>
Total District Allocations	\$174,637,381